

CITY PLANNING COMMISSION MINUTES

OCTOBER 7, 2004

The regular meeting of the City Planning Commission convened Thursday, October 7, 2004, at 1:33pm in the City Council Chambers, 333 W. Ocean Boulevard.

PRESENT: COMMISSIONERS: Charles Winn, Charles Greenberg,
Morton Stuhlbarg, Matthew
Jenkins, Mitch Rouse, Leslie Gentile

ABSENT: EXCUSED: Nick Sramek

CHAIRMAN: Morton Stuhlbarg

STAFF MEMBERS PRESENT: Fady Mattar, Acting Director
Greg Carpenter, Planning Manager
Angela Reynolds, Advance Planning
Officer
Joe Recker, Planner

OTHERS PRESENT: Mike Mais, Assistant City Attorney
Amy Bodek, Project Development Bureau
Manager
Mark Christoffels, City Engineer
Dave Roseman, City Traffic Engineer
Marcia Gold, Minutes Clerk

PLEDGE OF ALLEGIANCE

Commissioner Greenberg led the pledge of allegiance.

MINUTES

The minutes of July 15, 2004 and September 2, 2004 were approved on a motion by Commissioner Winn, seconded by Chairman Stuhlbarg and passed 6-0. Commissioner Sramek was absent.

SWEARING OF WITNESSES

REGULAR AGENDA

1. Case No. 0404-13, EIR 36-02

Applicant: Boeing Realty Company
Subject Site: 3855 Lakewood Boulevard (Council Dist. 5)

Description: Certification of EIR (State Clearinghouse No. 2001051048), request for approval of a Development Agreement, Vesting Tentative Map, Rezoning, General Plan Amendments, and adoption of Design Guidelines to subdivide the former McDonnell-Douglas Aircraft Manufacturing Plant in order to allow mixed-use development of the site.

Dee Dee Soto, Project Manager, Boeing Realty Corporation, 4900 E. Conant Street, gave a slide presentation outlining the evolution and scope of the Douglas Park Community and their goals to revitalize the property and leave a legacy, while attracting high-quality jobs to the area, addressing community concerns and looking for ways to benefit the entire City and region.

Joe Magaddino, Chair, Department of Economics, Cal State Long Beach, gave an in-depth economic analysis of the area and how it has influenced the land use decisions made during the development of the proposed mixed-use project.

Ken Nilmeier, Senior Associate Planner, McLarand Vasquez Emsiek & Partners, Inc., project architects, discussed the regional significance of the site and presented an overview of the master plan which includes 161 community acres, 87 residential acres and 13 recreational acres, all designed to compliment and be compatible with the surrounding area. Mr. Nilmeier also mentioned that of the planned homes, 1000 would be for sale and 400 for rent, and that there would be an internal bike path linked to the citywide system.

Dee Dee Soto talked about the public benefits of the project, including the construction of a new park and a large contribution to the school district towards the construction of a downtown school. Ms. Soto also played a video that outlined the overarching goals of the project and the developers' vision.

In response to a query from Vice Chairman Jenkins, Ms. Soto stated that the name had been changed to Douglas Park in response to the community's desire that it be a reflection of the area's history.

Commissioner Winn said he was impressed with the project and feels it will be successful, noting that housing was the key element to future success. Mr. Winn added that he still didn't understand the commercial aspect of the project, and asked if it was still build-to-suit only. Ms. Soto replied that if desired,

they would offer the land to corporations to build a campus-type facility.

Amy Bodek, Manager, City of Long Beach Project Development Bureau, showed a power point presentation explaining the project phasing requirements; public improvements; parks and open space; off-site transportation improvements and the affordable housing component. Ms. Bodek also summarized the development agreement including the City's obligations and benefits.

Angela Reynolds introduced Stephanie Eyestone-Jones, Principal, PCR, 233 Wilshire Blvd., Suite 130, Santa Monica, who gave an overview of the EIR and subsequent analyses of housing, the impact on schools, air quality, noise, the adjacent airport and traffic, plus a brief discussion of the development standards and design guidelines.

Mark Hagman, PCR Services Corporation, Principal Engineer, discussed the air quality and noise hazards sections of the EIR.

Sam Ross, Crain and Associates, project traffic engineer, discussed the state-of-the-art traffic study that had been done on the project and that due to the mixed-use style of the project, it would actually generate less traffic; therefore, the mitigation measures were greater than needed.

Ms. Eyestone-Jones brought up the unavoidable impacts of the project, both short-term during construction and long-term.

Greg Carpenter listed the overarching goals and basic design framework of the project plus specific land uses. Mr. Carpenter also discussed how the project would be implemented, and how the City, through the Commission, would control future development and insure the developers delivered on their promises.

Joe Recker outlined the specific development standards and design guidelines and what the City could expect to see as the site is developed.

In response to a query from Commissioner Greenberg regarding temporary vs. permanent occupancy permits, Mr. Carpenter said that the recommendations could be amended to clarify those definitions. Mr. Greenberg also expressed concern that the project was exempt from zoning changes for 20 years, during which time there could be significant improvements in 'green' building techniques, which could be a long-term disadvantage to the developer.

Gary Hunt, Boeing representative, said they would accept an amendment to reflect that they would comply with any 'green' ordinances that the City might put in place for future construction on the site as long as those ordinances were uniformly applied to the whole City.

Commissioner Rouse said he understood that in the project the housing would be a net user of general funds, and the commercial area would be a net contributor. Ms. Bodek confirmed this and added that there would be a residual break-even on revenues contributed vs. the service costs required at first, and at full build out, commercial would actually be a fiscal generator for the project.

Karen Ashikeh LaMantia, 341 Bonito, representing the Eco-Lake Group, applauded the overall plan but expressed concern that the project did not fully address solar and alternative energy resources.

Jon Conk, Project Manager, Boeing Realty Corporation, 4900 E. Conant St., noted that energy-conserving sustainability features like reclaimed water and solar energy had already been added to the design guidelines.

Jim Oberst, 9871 Alondra Blvd. #5, mentioned 'photo-voltaic' energy as the wave of the eco-friendly future, and suggested the developer look into the cost-saving technique.

Matt Kinley, 785 Havana Avenue, representing the Long Beach Chamber of Commerce, said that the group was in favor of the project and welcomed the economic benefits and housing opportunities it would bring to the City and region.

Josh Butler, 2750 E. Spring Street, representing the Long Beach Trust Fund Coalition, also expressed support for the project because of the affordable housing component.

Jack Gonsalves, 5050 Clark Avenue, Lakewood, representing the City of Lakewood, said they were satisfied that the final EIR adequately addressed the issues and concerns raised by Lakewood during the process. Mr. Gonsalves said he hoped the project MOU would address overall traffic mitigation, which at this point was limited to the immediate project area, and asked that Lakewood Water Resources be included as a monitoring agency for the reclaimed water on the site.

Steve Ross, 3765 Gundry Avenue, California Heights representative, also expressed support for the project's mixed-use urban development in the existing infrastructure, which they felt was the right response to growth pressure in the region.

John Royce, 3601 Olive Avenue, representative, California Heights Neighborhood Association and Western Area Task Force, agreed that mixed-use development was appropriate and with its inherent community interaction would attract a higher quality of employer and employee to the area. Mr. Royce said he felt the airport noise on site would be louder than expected.

Carol Soccio, 3926 Rose Avenue, lauded the developer and advisory committee for their community outreach and commended the developer for making positive changes in the residential types, environment issues, street design and recognition of local history, which she felt would attract higher paying jobs.

Candy Robinson, 2711 E. Spring Street, said she was against the project because she didn't think it was consistent with land use plans near the airport, and she presented documents to the Commission to support her contention that the proximity of the airport would create noise issues for new residents and navigation problems for airlines.

Herbert A. Levi, 5153 Hanbury Street, said he thought the project would be a 'win-win' situation for the City, with room for more kids at schools and a reduction in busing; more money to the General Fund; and a vibrant live-work community to attract high-quality talent to the City economy. Mr. Levi said he didn't think airport noise would be a problem given increasingly sophisticated noise reduction technology in airplanes.

David Neary, 2801 E. Spring Street, expressed support for the project, citing the developer's integration of neighborhood comments into the final design, and saying he felt that the mitigation efforts on schools and traffic tipped the scale in the economic favor of the City.

John Hines, 2270 Gale Avenue, said he felt that the whole area should be a park because it was too close to the airport.

Commissioner Rouse expressed his support for the development, lauding the staff for working with Boeing to bring the project into proper proportions. He noted that much of the originally industrial area had been turned into residential after much

compromise on Boeing's part. Mr. Rouse agreed that photo-voltaics would become economically feasible, and suggested that some energy mitigation measures be adopted for the large project.

In response to a query from Commissioner Greenberg regarding FAA response to the EIR, Mr. Mais said that design changes had been made to the project as a result of an earlier FAA letter that then satisfied their initial concerns about the Runway Protection Zones (RPZ).

Jon Conk, Project Manager, Boeing Realty, noted that the RPZ at the end of runway 16L which aligned with the project was used only rarely by small aircraft, and that there were no buildings whatsoever in that specific zone. He added that all project plans had been reviewed previously by the FAA, and with the suggested runway re-striping, had met with their approval.

Commissioner Winn observed that the Commission rarely saw so many positive comments on such a large project, which he felt was a result of the hard work on the part of the area residents, Boeing and the staff.

Commissioner Winn then moved to:

1. Certify the Environmental Impact Report 36-02 and to adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
2. Recommend that the City Council adopt an ordinance to authorize the execution of the Douglas Park Development Agreement by the City Manager on behalf of the City;
3. Recommend that the City Council adopt a resolution to establish a fee for the annual review of a development agreement;
4. Recommend that the City Council adopt the proposed amendments to the Douglas Aircraft Planned Development (PD-19) Ordinance;
5. Recommend that the City Council adopt the rezoning of the site from Douglas Aircraft Planned Development (PD-19) and CCA (Community Automobile-oriented District) to Douglas Park Planned Development (PD-32);
6. Recommend that the City Council adopt the Douglas Park Planned Development (PD-32) Ordinance;
7. Continue the PD-32 Design Guidelines to the November 4, 2004 meeting;

8. Approve the Vesting Tentative Tract Map No. 61252, subject to conditions;

9. Recommend that the City Council adopt a resolution to amend the Land Use, Transportation and Noise Elements of the General Plan and the Bicycle Master Plan;

10. Recommend that the City Council adopt the proposed amendments to Section 21.37.020, 21.29.090 and the Noise District Map of Section 8.80.160 of the Municipal Code;

11. Make minor non-substantive changes as noted by staff, with Commissioner-recommended changes to the conditions of approval to create a more specific definition of the COO, and to address sustainability and 'green' building code issues.

Commissioner Jenkins seconded the motion.

Commissioner Jenkins thanked Boeing for rising to the challenge of the project and participating in community meetings. He said it would be a great 'show-off' project for Long Beach and bring good publicity to the City.

Commissioner Gentile added that Boeing's urban design efforts and collaboration with the City were good examples of great success and a strong influence on future projects regardless of scale.

Commissioner Greenberg announced he was impressed with the comprehensive presentation by Boeing and its consultant, and that it was a classic example of a perfect union between applicant and staff.

Commissioner Rouse added that he and Commissioners Winn and Greenberg had visited the site to listen to the airport noise, and that for some reason, the noise was greater in the existing neighborhood than on the project area.

The question was called and the motion passed 6-0. Commissioner Sramek was absent.

M A T T E R S F R O M T H E A U D I E N C E

There were no matters from the audience.

M A T T E R S F R O M T H E D E P A R T M E N T O F P L A N N I N G A N D B U I L D I N G

There were no matters from the Department of Planning and Building.

**M A T T E R S F R O M T H E P L A N N I N G
C O M M I S S I O N**

There were no matters from the Planning Commission.

A D J O U R N

The meeting adjourned at 5:10pm.

Respectfully submitted,

Marcia Gold
Minutes Clerk